

Yakima Valley Metropolitan and Regional Transportation Planning Organization

STP Regional Competitive Application Process Guidelines

This guidance is intended to help accurately complete the newly created Surface Transportation Program (STP) regional competitive application. The MPO/RTPO has reinstated a competitive application in response to actions by the Legislature and Governor in 2006. They directed Regional Transportation Planning Organizations (RTPOs) that receive federal STP funds to distribute them based on a prioritized competitive basis rather than by formula.

This competitive application will result in a list of prioritized projects. A separate money division process will guide the distribution of STP funds after the projects have been selected. In addition to the money division process, federal rules dictate that a portion of STP funds must be spent in rural areas. Urban funds can be used in rural areas, but rural funds cannot be used in urban areas.

The functional class of a roadway determines whether “urban” or “rural”. Jurisdictions competing for urban funds include the cities of Grandview, Moxee, Selah, Sunnyside, Toppenish, Union Gap, Yakima and portions of Yakima County.

Jurisdictions competing for rural funds include the cities of Granger, Harrah, Mabton, Naches, Tieton, Wapato, Zillah and portions of Yakima County.

This application has questions tailored to whether the proposed project is an improvement to an existing road or if it will create a new road. Questions from only one of these sections should be answered depending on the project. Follow instructions on the application to ensure that only necessary questions are answered.

Projects seeking funding for only Preliminary Engineering and/or Right of Way and not for Construction will not be considered.

Note: Many questions in the application ask for specific data (traffic counts, freight classification, collisions, etc.). Some of this data may need to be collected or requested from other agencies. Please plan accordingly to meet the STP regional competitive application deadline.

The following list is intended to assist applicants in answering specific questions about the STP regional competitive application. Each numbered item corresponds to that question in the application. If you have additional questions or need further assistance, contact Drew Miller at (509) 574-1550 or millerd@yvcog.org.

1. The lead agency/jurisdiction (or co-lead agencies) will be responsible for the total amount of non-STP funds indicated. A 13.5% match is required for STP funds; the maximum federal STP participation in any project is 86.5%.

A co-lead agency may be used to broaden the funding eligibility of a project. Applicant co-lead agency may be listed if another organization is providing a significant financial contribution to the project. An organization may be a participant in a project and not be a co-lead agency. Other financial partners may be listed in question #24.

Percentage of financial participation is the percentage of the total project cost that is attributable to the jurisdiction.

3. Any project programmed must be included in a jurisdiction's TIP to secure federal funding. The project may be in the current TIP, or in the TIP that is operative over the period when the project is scheduled to begin.
4. Projects submitted must improve or create a road that carries a functional classification of major collector (rural areas) or collector (urban areas) or higher.

The "URBAN LENGTH ____ RURAL LENGTH ____" section of question #4 applies only to projects where the functional class changes and is used to determine funding eligibility during the regional competitive STP project selection process.

8. To receive credit for this question, the project must be included on the current TRANS-Action or DRYVE community priority list.
10. The Freight and Goods Transportation System classification for roads throughout Yakima County can be accessed from the YVCOG website at <http://www.yvcog.org/fgts/fgts.html>. A jurisdiction must provide supporting documentation if they are using their own freight classification, if the project will improve freight capacity, or if the project will remove a barrier to freight movement.
11. Collision data for specific project locations can be requested from the Washington State Department of Transportation at <http://www.wsdot.wa.gov/mapsdata/tdo/collisiondatarequest.htm>. Please note that it can take WSDOT anywhere from a few days to up to 75 days to locate and provide the requested collision report.
14. Any existing parking areas located between curb face to curb face or edge of shoulder to edge of shoulder should be included in calculating the pavement width.

Roadway width deficiency points will be awarded only if the deficiency will be corrected by the project. Points will be awarded only for that portion of a deficiency corrected.

16. Please include projected AADT supporting documentation with your application.
19. Information regarding the projected Freight and Goods Transportation System (FGTS) classification rating may be obtained from the Quick Response Freight Manual published by the United States Department of Transportation at <http://tmip.fhwa.dot.gov/clearinghouse/docs/quick/ch1.stm>. Please include supporting documentation for the projected FGTS as well as for any capacity/barrier improvement.
20. Parcels counted must be adjacent to the proposed roadway. Access to subject parcels must be able to support legal (i.e. width) access for the proposed use. Attach a parcel map that displays the zoning of adjacent properties.

23. Anticipated or projected funds not yet awarded or committed do not count. Include cover letters from funding assistance applications and letters of commitment.

If a project cannot be initiated or project funding is not obligated within two years of the issuance of the award letter, any STP Regional funds awarded will be redistributed to other prioritized projects.

24. Public community partners may include quasi-governmental agencies such as school districts, irrigation districts and port districts. Private community partners may include service clubs, neighborhood associations, individuals, developers, and businesses. Community partners do not include: 1) other granting agencies or 2) entities involved in a project as a requirement or condition of approval, such as environmental mitigation.

To receive points in this category an initial \$500 must be committed. Any combination of partners may be used, but the total number of points any single partner may earn through participation is limited to 3 points.